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SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2MC-130,  
VOLUME 1**



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***Flying Operations***

**MC-130 AIRCREW TRAINING**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Vol 1, *Aircrew Training*. It establishes standards for qualification, mission qualification, continuation, and upgrade training for aircrew members operating MC-130H/P aircraft. This publication applies to the Air National Guard (ANG) and Air Force Reserve Command (AFRC). For guidance on submitting comments, suggesting improvements and keeping supplements current see AFI 33-360, *Publications and Forms Management*, and **Chapter 1**, para 1.12 of this instruction. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974, 5 United States Code (USC) section 552a, authorized by 37 USC 301a, Incentive Pay: aviation career; Public Law 92-204, Appropriations Act for 1972; Section 715 Public Law 93-570, Appropriations Act for 1975; Public Law 93-294, Aviation Career Incentive Act of 1974; DOD Instruction 7730.57, Aviation Incentive Pays and Continuation Bonus Program; and Executive Order 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 937 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. The applicable SORN, F011 AF XO A, Aviation Resource Management Systems (ARMS), can be located on the Defense Privacy and Civil

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**SUMMARY OF CHANGES**

Changes to this publication include incorporation of tiering of paragraphs in accordance with AFI 33-360, removal of MC-130E/P guidance information, removal of Ground Training Level references, the addition of Combat Systems Officer (CSO) requirements, updates to Navigator and Electronic Warfare Officer (EWO) Simulator Refresher Training, and updates to **Table 5.4**, Instructor Certified events.

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## Chapter 1

### POLICY

**1.1. General.** This instruction provides for training management of MC-130H/P aircrew members. Training policy, guidance, and requirements are set forth for each phase of aircrew training. Training is designed to progressively develop the combat readiness of each aircrew member while maintaining previously acquired proficiency.

1.1.1. Qualification Training (**Chapter 2**) qualifies aircrew members for basic, non-tactical aircrew duties.

1.1.2. Mission Qualification Training (**Chapter 3**) qualifies aircrew members, in an assigned crew position for a specific aircraft, to perform the command, or their unit, mission.

1.1.3. Continuation Training (**Chapter 4**) provides the capability for aircrew members to reinforce and build upon previous training and conduct Air Force Task List, United States Special Operations Command (USSOCOM) Joint Mission Essential Task List (JMETL), and MAJCOM Mission Essential Task List (METL), based, combat-oriented aircrew training.

1.1.4. Upgrade/Specialized Training (**Chapter 5**) upgrades copilots (CP) to aircraft commanders (AC) and all aircrew members to instructor and flight examiner status. It also identifies special mission qualifications and certifications.

**1.2. Training Objective.** The overall objective of the aircrew training program is to develop and maintain a high state of mission readiness, facilitating immediate and effective employment in exercises, contingencies, limited war, and general war operations, mitigating risk to loss of airframe and aircrew as appropriate.

1.2.1. The training program must train aircrew in the skills, knowledge, and attitudes required in accomplishing assigned missions. Regulatory/directive and authoritative sources of required information include, but are not limited to: AFI 11-202, Vol 3, *General Flight Rules*; MAJCOM guidance; MC-130 specific instructions (AFI 11-2MC-130, Vols 1, 2, 3); Federal Air Regulations (FARs); International Civilian Aviation Organization Standards and Recommended Practices; Flight Information Publications; Foreign Clearance Guide; Notices to Airman (NOTAMs); Technical Orders; Air Traffic Control (ATC) instructions; and Air Force Tactics, Techniques and Procedures (AFTTP) volumes. The AFTTP 3-3.MC-130, *Combat Aircraft Fundamentals*, provides the authoritative, standardized, and fundamental tactics, techniques, and procedures (TTP), for tactical employment of the MC-130. This document is the primary source of combat aircraft fundamentals and Formal Training Unit (FTU) mission qualification courseware and instruction. The AFTTP 3-1. MC-130, *Tactical Employment*, provides classified and advanced, threat-driven TTPs.

1.2.2. Air Force Special Operations Air Warfare Center (AFSOAWC) and AFSOC, AFRC and Air Education and Training Command (AETC), in coordination with USSOCOM, will establish and supervise an aircrew-training program consistent with the policies and requirements of this instruction.

1.2.3. The AFSOC/Air Combat Command (ACC) Memorandum of Agreement (MOA) outlines the inter-command relationships and responsibilities regarding operations at the Special Operation Force (SOF) Detachment of the USAF Weapons School.

1.2.4. The AFSOC/AETC MOA outlines the inter-command relationships and responsibilities regarding MC-130 operations at the 58th Special Operations Wing (SOW). Informal discussion and coordination regarding formal training and evaluation matters between AFSOC and AETC training agencies is encouraged. Formal authorization for inter-command requests (e.g., waivers, operations guidance, training quotas, or syllabus requirements) must be forwarded through both MAJCOMs for coordination.

**1.3. Responsibilities:** AFSOC commander (CC) is responsible for overall management of Air Force flying training programs supporting Air Force Special Operations Forces and USSOCOM. AFSOC is designated as the lead command for MC-130 Mission Design Series (MDS) aircraft. AETC responsibilities are listed in the AFSOC/AETC MOA or as determined by AETC.

1.3.1. MAJCOMs will issue updated mission continuation training guidance via RTM as necessary to Operations Group (OG)/CC for implementation.

1.3.2. HQ AETC/A3RA, HQ AETC/A3FS, HQ AFSOC/A3TA, and AFSAWC are responsible for MC-130H training.

**1.3.3. FTU Responsibilities:**

1.3.3.1. Conduct overall operation, logistics, and administration of MC-130 formal training courses. (T-2)

1.3.3.2. Conduct and monitor formal training to meet all course objectives and standards. This includes monitoring and adjusting syllabus content and quality as well as Programmed Flying Training (PFT) quantity to produce crewmembers qualified to perform the mission. The annual training review, syllabus review, and PFT conferences are the primary conduits for significant changes. (T-2)

1.3.3.3. Administer end-of-course critiques and field evaluation questionnaires. Forward a summary of all critiques and questionnaires to MAJCOM/A3Ts for review. Acquire feedback from MAJCOM/A3Ts to ensure formal school graduates meet unit requirements. (T-2)

1.3.3.4. Maintain a class roster of student entries and graduates for each formal course. Award AF Form 1256, *Certificate of Training*, to graduates per Education and Training Course Announcements (ETCA). Maintain a record of certificates issued, to include graduate's name, rank, course completed, course number, dates of course entry and completion, and automated personnel data system course code. (T-2)

1.3.3.5. Prepare, review, and forward all syllabi to AFSOC/A3T (HQ AETC/A3F for AETC FTUs) for coordination. Syllabi will contain a brief summary of revised, deleted, or added material and a resource impact statement (flying hours, manpower, facilities, etc.). (T-2)

1.3.3.6. Recommend required changes to the ETCA through channels to MAJCOM/A3T. (T-3)

1.3.3.7. Notify MAJCOM/A3T and gaining unit, in writing, when student graduation dates are extended 30 days past scheduled, or if students will graduate without completing all syllabus training requirements. (T-2)

1.3.3.8. Forward all training records to the student's gaining unit, or unit of assignment, within 30 days of graduation. (T-3)

1.3.3.9. Prepare quarterly report of student training status and forward through channels to HQ AFSOC/A3T (N/A for AETC units). (T-3)

**1.4. Aircrew Training Policy.** The primary training method for MC-130 initial qualification, requalification, or upgrade training is attendance at a formal school. USAF policy dictates the use of formal schools unless attendance is impractical. **Exception:** AFRC/ANG units may accomplish upgrade in-unit without a waiver.

1.4.1. Formal schools will not forward written examinations as part of the courseware for in-unit qualification training. (T-2)

1.4.2. Students previously disenrolled from a formal ETCA course for substandard performance are ineligible for a secondary method training waiver.

1.4.3. AETC and AFSOAWC are the primary sources for formal training products. When formal training products are unsuitable, units may use MAJCOM-developed products. When specific formal courseware is not published, units may use locally-developed training syllabi that have been reviewed and approved by MAJCOM/A3T.

**1.5. Secondary Method Training (SMT).** In-unit training using applicable formal school courseware is referred to as SMT in this publication. SMT requires a waiver be submitted through appropriate channels per this instruction and approved by MAJCOM/A3. See AFI 11202, Vol 1, as supplemented, for guidance. **Exception:** AFRC/ANG units may accomplish upgrade in-unit without a waiver. (T-2)

**1.6. Waivers.** MAJCOM/A3 is the waiver authority for MDS-specific, Vol 1, aircrew training requirements unless otherwise noted in this AFI. Some ground and ancillary training items (e.g., small arms training, etc.) are prescribed by other instructions. Reference the prescribing instruction to determine the waiver authority in these cases.

1.6.1. Group commanders are the waiver authority for individual, case-by-case flying hour requirements and for ground and flying training requirements as outlined below.

1.6.2. OG/CC or equivalent (e.g., Combined Joint Special Operations Air Component) may:

1.6.2.1. When allowed per applicable RTM, extend ground training requirement due dates up to 2 months for certain noted training items. Exception: Items referenced in Paragraph 1.6, this instruction, levied by other AFIs may not be waived by the OG/CC unless specifically authorized to do so in the source AFI. When allowed per RTM, these events may count towards the next periodic requirements (units will note on waiver when events were accomplished and the ARMS due date will be updated). (T-3)

1.6.2.2. Extend due dates for the duration of an exercise, contingency, or operational mission for events, IAW applicable RTM, on an individual basis only if a crewmember goes overdue while away from home station and the training is not available at the deployed location. Exception: Items referenced in Paragraph 1.6, this instruction, levied by other AFIs may not be waived by the OG/CC unless specifically authorized to do so in the source AFI. (T-3)

1.6.2.3. Waive flying training requirements IAW applicable RTM on an individual basis only. Wings/groups must keep an accurate record of waivers granted. Notify MAJCOM/A3T when waivers are issued. (T-3)

1.6.3. Squadron commanders may carry new crewmembers as Mission Ready (MR) for up to 6 months if an aircrew member arrives at the unit after a PCS or formal school and is not MR in all core mission events. Units completing formal training will include restrictions on AF Form 8/8A, *Certificate of Aircrew Qualification* for a core item not trained, regardless if the method of qualification is by evaluation or instructor certification. Under no circumstance will aircrew perform events in which they are not qualified unless under the direct supervision of an instructor. This policy does not apply to basic aircraft qualification events. If training is not complete in 6 months, the aircrew member becomes mission unqualified (and non-mission ready). Squadrons will have 6 months from the time a new core mission event is added, and MAJCOM guidance issued, to train and qualify aircrew in the new event. (T-2)

**1.7. Senior Officer Flying/Supervisory Aircrew.** See AFI 11-202, Vol 1, as supplemented.

**1.8. Intra-command and Inter-command Transfer of Aircrews.** The gaining organization will honor validated training completed by newly assigned crewmembers prior to the transfer. Aircrew members qualified in the same MDS are considered qualified in that equipment throughout the force when used for the same mission. (T-2)

1.8.1. Permanent Change of Station (PCS) Screening. Losing units will screen individual flight and ground training records during unit out-processing. Accomplish this screening in sufficient time to correct discrepancies prior to PCS. Losing unit will provide a printed copy of current ground and flying training summaries to individuals prior to PCS. See AFI 11-401, *Aviation Management*, for additional guidance. (T-3)

**1.9. Career Enlisted Aviator (CEA).** CEA qualifications are not tied to AFI 36-2101, *Classifying Military Personnel (Officer and Enlisted)*, skill-level upgrade. All enlisted aircrew qualifications are separate and distinct from skill level qualification. When an AF Form 8 is completed for the applicable flight evaluation, then that crewmember is qualified to perform all duties assigned to that crew qualification regardless of skill level. Aircrew instructor and flight examiner qualifications are also separate and distinct from On-The-Job trainer or certifier designation and are reflected in Air Force Specialty Code (AFSC) by use of K prefix (aircrew instructor) and Q prefix (aircrew flight examiner).

**1.10. Changes.** Recommendations for improvement to this instruction are encouraged. Send recommendations to HQ AFSOC/A3T through command channels, on an AF Form 847. USAF/A3 is the approval authority for changes or revisions to this instruction. Because of the dynamic requirements for Combatant Commanders, training requirements and currencies may be altered regularly. These training requirement and currency adjustments may be made via RTM. AFSOC/A3 will be an info addressee on all changes.

**1.11. Deviations.** This instruction does not authorize deviations from the flight manual or any other Air Force Instruction. Flight safety will be given prime consideration and must take precedence over the requirements and guidance of this instruction.

**1.12. Publication Administration.** This instruction is distributed to AFSOC, AFRC, AFSOC-gained units, and AFSOC-related schools based on requirements established through the Air

Force Publications Distribution Office (AFPDO). All aircrew members are authorized this instruction.

1.12.1. **Supplements.** Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to AF/A3OI, through HQ AFSOC/A3TA, for approval prior to publication in accordance with (IAW) AFI 11-200. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ AFSOC/A3TA, and the user MAJCOM/DRU/FOA. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. (T-2) **Note:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ United States Air Force (USAF). Keep supplements current by complying with AFI 33-360.

## Chapter 2

### QUALIFICATION TRAINING

**2.1. Overview.** This chapter outlines the means by which the minimum requirements for Basic Aircraft Qualification (BAQ) training may be completed via initial qualification, requalification, conversion, or differences training. Duties not directly related to qualification or requalification training should be minimized.

**2.2. General Requirements.** The primary method of initial qualification and requalification training is the appropriate formal training course listed in the ETCA. If no requalification course exists, conduct requalification using the initial qualification course. For Flight Surgeon (FS) and Medical Technician training requirements, refer to AFI 11-202, Vol 1, as supplemented. For Combat Camera Aerial Photographer Training requirements, refer to Department of Defense Instruction (DODI) 5040.04, *Joint Combat Camera (COMCAM) Program*.

**2.3. Training Prerequisites.** Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. The formal school Syllabus of Instruction (SOI) designates the course prerequisite approval authority.

**2.4. Ground Training Requirements.** Complete ground training requirements IAW AFI 11202, Vol 1 and the formal course syllabus. In addition, all crew members must complete ground training requirements IAW [Table 2.1](#) below, prior to the first flight. (T-1)

**Table 2.1. Basic Aircraft Qualification Ground Training Requirements (T-1).**

Basic Aircraft Qualification Ground Training Requirements	Reference	Event ID
Crew Resource Management	AFI 11-202, Vol 1	G230
Aircrew Flight Equipment Familiarization Training	AFI 11-301, Vol 1, <i>Aircrew Flight Equipment (AFE) Program</i>	LL01
Emergency Egress Training	AFI 11-301, Vol 1	LL03
Local Area Survival	AFI 16-1301, <i>Survival, Evasion, Resistance, and Escape (SERE) Program</i>	SS01
Emergency Parachute Training (EPT)	AFI 16-1301	SS06
Marshalling Exam	AFI 11-218, <i>Aircraft Operations and Movement on the Ground</i>	G101
Flight Physical	AFI 48-123, <i>Medical Examinations and Standards</i>	ARMS

Physiological Training	AFI 11-403, <i>Aerospace Physiological Training Program</i>	ARMS
<b>Notes:</b>		
1. See AFI 11-202, Vol 1, MAJCOM Sup for Flight Surgeon, Medical Technician, and Combat Camera Aerial Photographer Training requirements.		
2. See MDS-specific RTM for additional information on requirements.		

**2.5. Flying Training Requirements.** Satisfactorily completing the appropriate ETCA formal course satisfies the requirements of this section.

**2.6. Basic Aircraft Qualification Conversion/Difference Training.** Refer to **Chapter 3**, this instruction, for mission difference training requirements.

2.6.1. Conversion Training. Unit conversions follow AFI 11-202, Vol 1, as supplemented.

2.6.2. Difference Training. For aircraft and instrument qualification purposes, the AC-130H, AC-130U, AC-130W, C-130E/H, C-130H1/2, C-130H3, EC-130E/H, HC-130P/N, MC-130E, MC-130H, and MC-130P are considered to be different series aircraft in the same MDS. For these aircraft, difference training is authorized IAW **Table 2.2** in this instruction. No other difference training is authorized.

2.6.2.1. Difference training will include successful completion of the qualification written open/closed examinations. Document completion of difference training with instructor certification on the AF Form 4348, *USAF Aircrew Certifications*, for the new aircraft. (T-2)

2.6.2.2. Aircrew members entered into difference training will complete training within 180 days after the first flight of the training program. (T-3)

2.6.2.3. Aircrew members may maintain previous instructor, evaluator, air-to-air refueling (AAR), and Maximum Effort qualifications/certifications at the discretion of the squadron commander.

**Table 2.2. BAQ Difference Training Authorized by Crew Position to MC-130H (T-2).**

MDS of Original Qualification	Crew Positions Authorized BAQ Differences Training
AFSOC C-130 ( <b>Note 1</b> )	L
AC-130H	L
AC-130U	L
AC-130W	L
HC-130P/N	L
MC-130E	L
MC-130H	N/A
MC-130P	L

## Chapter 3

### MISSION QUALIFICATION TRAINING (MQT)

**3.1. Overview.** This chapter establishes the minimum training requirements for completing mission qualification, requalification, and differences training. Upon completion of mission qualification training, the crewmember will be assigned either Basic Mission Capable (BMC) or MR status.

**3.2. General Requirements.** The primary method of mission qualification or requalification is to complete the appropriate formal training course listed in the ETCA. Completing the appropriate formal course satisfies the training requirements of this chapter. If no requalification course exists, conduct requalification using the initial mission qualification course. When attendance is not practical or quotas are not available, units may request waivers to conduct SMT for mission qualification IAW AFI 11-202, Vol 1, as supplemented.

**3.3. Training Prerequisites.** Course prerequisites are IAW the appropriate formal course syllabus, the ETCA, AFI 11-202, Vol 1, and this instruction. The formal school syllabus designates the course prerequisite waiver approval authority.

3.3.1. Basic qualification and mission qualification training may be accomplished simultaneously on a single MDS. Multiple-MDS qualification upgrades will not be accomplished simultaneously. (T-2)

3.3.2. For the minimum requirements to be trained as a mission AC, refer to **Paragraph 5.2**, this instruction. If the requirements of the table are not met, train and evaluate the individual as a mission CP unless excepted below. (T-2)

3.3.2.1. Prior Qualified Pilots (PQP), e.g., First Assignment Instructor Pilot, Operational Support Aircraft, etc., with at least 800 hours total flying time may, with AFSOC/A3 approval, be trained in the left seat and evaluated as a Mission Pilot (MP). PQP pilots trained as an MP with less than the required **Table 5.1**, this instruction, C-130 experience, will fly in-unit as an MC until they have the required Primary Aircraft Assigned (PAA) flight time. These pilots may maintain First Pilot (FP) qualification at the discretion of the squadron commander. Units will follow requalification procedures in **Chapter 4**, this instruction, to requalify those pilots as MPs. (T-2)

3.3.2.2. Mobility Pilot Development (MPD) pilots. MPD pilots will complete AFSOC mission qualification in the right seat. (T-2)

3.3.3. For FS and Medical Technician training requirements, refer to AFI 11-202, Vol 1, as supplemented.

3.3.4. For Combat Camera Aerial Photographer training requirements, refer to DODI 5040.04.

**3.4. Ground Training Requirements.** Complete all ground training IAW AFI 11-202, Vol 1, and applicable RTMs as part of mission qualification training or prior to certifying individuals as MR. Completion of training will establish due dates for recurring ground training required in **Chapter 4**, this instruction. Credit any training accomplished at a formal school. MR

crewmembers transferred from other units require only unit-specific mission ready training events or events which are due/overdue. (T-2)

3.4.1. Academic Training. Complete all academic and ground training delineated in applicable courseware. (T-2)

3.4.2. Written Examination. Crewmembers must complete a written examination IAW AFI 112MC-130, Vol 2. The formal school will not forward their examinations as part of the courseware for in-unit qualifications. (T-2)

**3.5. Flying Training Requirements.** Satisfactorily completing the appropriate formal course satisfies the requirements of this section. Formal course training will include all core mission events applicable to the crewmember's aircraft and crew position (**Tables A3.1**, and **A3.2**, this instruction). Approved in-unit qualification training must be accomplished IAW applicable formal school courseware and the guidance below: (T-2)

3.5.1. Flying training lessons should be completed sequentially. If mission scheduling or student progress dictates otherwise, in-unit training sequences may be changed by the squadron Director of Operations (DO).

3.5.2. There should be minimum time lapse between training missions, and every effort should be made to complete MQT requirements within the prescribed time period.

3.5.3. Crewmember requirements may be completed on training or operational missions under the supervision of an instructor in the same aircrew position.

### 3.6. MQT Differences Training.

3.6.1. MQT Differences Training. **Table 3.1**, this instruction, lists the only authorized forms of mission differences training. The primary method for accomplishing differences training is via in-unit using a MAJCOM-approved syllabus. All differences training will include mission open/closed book examinations and a flight evaluation per AFI 11-2MC-130, Vol 2. (T-2)

3.6.1.1. Crewmembers qualified and current in special mission events may regain that qualification without additional training once they are BMC in their new aircraft.

**Table 3.1. Mission Differences Training Authorized by Crew Position to MC-130H (T-2).**

MDS of Original Qualification	Crew Positions Authorized BAQ Differences Training
AFSOC C-130 ( <b>Note 1</b> )	L
HC-130P/N	None
MC-130E	L
MC-130H	N/A
MC-130P	L

## Chapter 4

### CONTINUATION TRAINING

#### 4.1. General Requirements.

4.1.1. Requirements in this chapter and the RTM are the minimum flying and related ground training to maintain currency and the assigned training status. Individual proficiency may require a greater number of events.

4.1.2. Training requirements may be completed on any sortie if the accrediting criteria of this instruction and the MDS-specific RTM are met. Sorties and events that are compatible may be credited on the same flight.

4.1.3. Aircrew members will not log continuation training requirements in events in which they are unqualified. (T-2)

4.1.4. Training events accomplished on a successful evaluation or an instructor certification (in certain events) will be credited toward the individual's continuation training requirements in ARMS. (T-3)

4.1.5. Flying training events accomplished during formal training will use the course completion date (successful evaluation date) to establish the due dates for all subsequent currency and requirements. For all events not required to be accomplished during the evaluation, log volume of zero in ARMS, but enter the checkride/certification date. Use actual dates for all ground training. (T-3)

4.1.6. ATD guidance.

4.1.6.1. Formal training. Certification events trained to a 3C level (or equivalent) in an approved ATD will use the course completion date (successful evaluation date) as the initial accomplishment date. (T-3)

4.1.6.2. Aircraft flying requirements, to include updating currency or obtaining recurrency, may be accomplished in a certified ATD for events designated in the MDS-specific RTM.

4.1.6.3. Simulator Crew Complement. In order to log events in a Weapons System Trainer (WST), simulator crews will be consistent with the standard front end crew complement needed to fly an aircraft, to include an aircraft commander for the type of mission being flown. (T-3)

**4.2. Training Levels.** The use of experienced-based Flying Training Levels (FTLs) allows the squadron commander to prioritize training resources. Aircrew members must meet the minimum criteria established in Paragraph 4.2.1, and **Table 4.1**, this instruction, before assignment to the respective training level. (**Exception:** Air Reserve Component (ARC) squadron commanders may assign TLs to individuals not meeting these minimum requirements with MAJCOM/A3 approval). When these minima are met, awarding a training level is at the sole discretion of the squadron commander. **Note:** The aircrew member's availability to fly should not be a factor in assigning FTLs. (T-2)

4.2.1. FTLs are based on minimum PAA time and total time. For basic qualification FTL, PAA time will include flight time and simulator time for any variant of C-130. For mission qualification FTL, MC-130 PAA time may include HC-130P/N/J, MC130E/H/P/J aircraft flight time, and MC-130E/H/P/J simulator time. Total hours may include all simulator time.

4.2.1.1. FTL A-Highly experienced BAQ and/or MR aircrew members.

4.2.1.2. FTL B-Experienced BAQ and/or MR aircrew members.

4.2.1.3. FTL C-Inexperienced BAQ and/or MR aircrew members; all Copilots/MPD pilots.

**Table 4.1. Minimum FTL Hour Requirements (T-2).**

Crew Position	FTL "A"	FTL "B"
	PAA / Total Hours	PAA / Total Hours
Pilot	700/1700	300/1300
Navigator	700/1700	300/1300
Combat Systems Officer ( <b>Note 1</b> )	300/1700	200/1300
Electronic Warfare Officer	500/1000	300/500
Flight Engineer	400/1000 or 200/2000	200/500 or 100/1000
Loadmaster	500/1500	300/1000
<b>Note 1:</b> CSOs require 200 PAA hours as an MC-130H CSO for FTL B; or 300 PAA hours as an MC-130H CSO for FTL A.		

4.2.2. Crewmembers may be assigned different FTLs for basic and mission qualifications and individual events. **Example:** An aircraft commander coming from EC-130s might be assigned basic FTL A, mission FTL C, with a caveat of FTL A for AAR.

4.2.3. Change of FTL. Once a semiannual period begins, personnel will not be moved to a level requiring fewer events until the next semiannual period. (T-3)

**4.3. Proration of Training Requirements.** See AFI 11-202, Vol 1.

**4.4. Recurrency and Requalification Training.** Training is required whenever an aircrew member does not meet a currency requirement in this instruction. An aircrew member will not perform events unsupervised until training has been accomplished. (T-2)

4.4.1. Loss of Currency. Failure to accomplish events as outlined in the MDS-specific RTM results in a loss of currency for that event. Crewmembers are non-current the day after event currency expires.

4.4.1.1. Loss of currency in any event as noted in the MDS-specific RTM results in supervised status until recurrent. (**Exceptions:** FPs that lose left seat landing currency may fly in the right seat without an instructor).

4.4.1.2. Loss of currency exceeding 6 months. Non-currency in designated BAQ events (**Table 4.2**, Note 1 events) in excess of 6 months results in loss of BAQ. Non-currency in

designated mission events IAW applicable RTM in excess of 6 months results in loss of mission qualification status.

#### 4.4.2. Regaining Currency.

4.4.2.1. Only **Table 4.2**, this instruction, and certain events as noted in applicable RTMs, require an evaluation if loss of currency exceeds 6 months IAW AFI 11-202, Vol 1. Other events require showing proficiency to an instructor in the aircraft or ATD (per MDS-specific RTM) IAW AFI 11-202, Vol 1, to regain currency. If loss of currency exceeds 24 months in non-Note 1 events, a training folder will be opened and additional ground and flight training, as directed by the squadron commander, will be completed. See MDS-specific RTM for Cross Crew Position Instruction. (T-2)

4.4.2.2. Aircrew non-current in special mission events which only require an instructor certification (**Table 5.4**, this instruction) may regain currency by showing proficiency in that event to an instructor.

4.4.2.3. Aircrew non-current more than 24 months in special mission events requiring an evaluation per RTM will complete all initial training and evaluation requirements for that special mission. (T-2)

4.4.3. Requalification Training. Crewmembers requiring requalification will accomplish training IAW AFI 11-202, Vol 1, applicable MAJCOM supplements, **Chapter 2**, **Chapter 3**, and **Chapter 5** of this instruction, and the applicable RTM. (T-2)

**4.5. Ground Training Guidelines.** AFI 11-202, Vol 1, and applicable RTMs, designate ground training requirements for all aircrew members. Crewmembers will complete training within the time periods listed IAW the referenced publications and the guidance below. (T-2)

4.5.1. Failure to Complete Ground Training Events. Accomplish make-up training at the earliest opportunity. The following apply when crewmembers exceed due dates for applicable RTM events:

4.5.1.1. Grounding items. Crewmembers will not perform flight duties until the grounding item is satisfied. (T-2)

4.5.1.2. Training status items. Crewmembers will not fly without instructor supervision. (T-2)

4.5.1.3. MR items. Failure to accomplish MR events in applicable RTM results in non-mission ready status. The individual will not deploy as a crewmember. (T-2)

4.5.2. System Refresher. Flight Engineers (FEs), Airborne Mission System Specialist (AMSS), and Loadmasters (LM) will attend periodic system refresher courses. MC-130H Pilots will attend a periodic radar refresher course. System refresher instruction can be provided by an Aircrew Training System (ATS) contractor or position-specific aircrew instructor using MDS-specific SOI and formal school courseware. Satisfactory completion of a formal school initial or requalification course will satisfy the refresher course requirement. Conduct the training at a formal school if possible. AFRC units may conduct in-unit refresher classes for those crew members unable to attend the formal course. Individual cases requiring exception will be coordinated with MAJCOM/A3TA ( HQ AFRC/A3T for AFRC units). (T-2)

4.5.3. FE Refresher. The FE system refresher course is designed to improve standardization and to provide maximum training on normal procedures, emergency procedures, and hostile environment repair. It consists of in-depth systems coverage and emergency procedures for each system. FEs will complete a ground training course in a 6 month period that begins 5 months after the month in which simulator refresher is accomplished. Once a phase period is established for system refresher, it will be complied with even if the FE returns to the simulator in the meantime. Students will not be evaluated during refresher training. (T-2)

4.5.4. Loadmaster Refresher. The LM refresher course is designed to improve standardization and provide maximum training on LM duties and responsibilities. Schedule an aircraft or ATD for applicable portions of this course. Dual qualified and multi-aircraft qualified loadmasters will attend one loadmaster refresher course. These courses should be alternated per aircraft qualifications. Simulator is not required for loadmasters. (T-2)

4.5.5. Radar Refresher Course. All Pilots, Navigators, CSOs, and EWOs will attend a terrain following radar refresher course. This training is conducted during pilot simulator refresher course and navigator/ EWO simulator refresher course. (T-2)

4.5.6. Simulator Refresher Course. The periodic simulator refresher course is designed to improve standardization and to provide maximum training on normal, instrument, and emergency procedures. The primary purpose for simulator refresher training is to accomplish events that are unable to be accomplished or potentially unsafe in the aircraft. These events should be accomplished in both qualification and tactical scenarios. Units or crewmembers who desire to practice specific events will identify those requirements on the first day of training. Satisfactory completion of formal school basic aircraft qualification, requalification, or aircraft commander course, which includes instruction in a C-130-type simulator, as well as the instructor upgrade course, satisfies the simulator refresher course requirement.

4.5.6.1. The recommended minimum crew size for this course is an aircraft commander, copilot, Navigator, EWO, and flight engineer (MC-130H - CSO can substitute for either the Navigator or EWO). If units are unable to provide the minimum crew size, they will ensure that the ATS contractor is able to support less than the minimum crew, otherwise, the ATS contractor is not required to provide the training.

4.5.6.2. Instructors may credit simulator refresher when they instruct a full simulator refresher course (**AFRC only**: ATS contractors who are also qualified crewmembers may credit simulator refresher when teaching the course in a civilian capacity).

4.5.6.3. Simulator refresher training is not required for aircrew members who will not be flying the same type or similar aircraft beyond 4 months after their due date.

4.5.6.4. When AFSOC WSTs are not available for training, HQ AFSOC/A3TA will acquire C-130E/H simulator refresher courses at various locations to serve as alternate training for this requirement.

4.5.7. Visual Threat Recognition and Avoidance Trainer (VTRAT) Training. Periodic VTRAT training is designed to introduce or refresh crewmembers in the basics of aircraft threat engagement recognition and avoidance. The VTRAT simulation displays realistic visual characteristics of anti-aircraft artillery (AAA) such as missile fly-out and AAA rate-of-fire, as seen from the scanner's viewpoint in the aircraft. Training will include:

4.5.7.1. Group/individual academics on threat recognition, calls and avoidance maneuvers IAW AFTTP 3-1.MC-130 and AFTTP 3-3.MC-130. (T-3)

4.5.7.2. Following academics, individuals will receive 30 minutes of individual simulator time on the VTRAT. (T-3)

**4.6. Ancillary Training.** Ancillary training is any guidance or instruction that contributes to mission accomplishment, but is separate from an Air Force Specialty or occupational series. Some ancillary training does not impact mission ready status or mobility status. AFI 112MC130, Vol 1, is not the governing directive for completion of ancillary training events. Individuals are responsible for completing additional ancillary ground training requirements as specified in applicable instructions. In accordance with AFI 11-202, Vol 1, the source AFI provides training frequency for these events unless an approved waiver has been authorized. See Unit Deployment Manager to ensure compliance with additional non-aircrew specific training requirements.

**4.7. Flying Training.**

4.7.1. All aircrew members who maintain BAQ, BMC, or MR status must accomplish all applicable training requirements of **Table 4.2**, this instruction, and the MDS-specific RTM, based on assigned FTL (A, B, or C). BMC and MR aircrew will also comply with the following: (T-2)

4.7.1.1. MR aircrew members will also accomplish applicable mission ready requirements as designated in the MDS-specific RTM according to their mission qualification and FTL. (T-2)

4.7.1.2. BMC aircrew members will also accomplish at least 50 percent of the applicable mission requirements as designated in the MDS-specific RTM according to their assigned FTL. (T-2)

4.7.1.3. BAQ ACs maintaining MR CP status will maintain left seat aircraft currency IAW the BAQ table of the MDS-specific RTM, and right seat mission currency IAW the MDS-specific RTM. (T-2)

4.7.1.4. MP qualified PQPs awaiting AC certification may complete BAQ events in either seat. Emphasis should be on left seat flying. Local Proficiency Sorties should be flown in the left seat. PQPs may fly in the left seat for airland missions when an AC who has a minimum of 100 hours since certification occupies the right seat (**Exception:** No Max Efforts). Mission events may be completed while performing CP duties in the right seat or in the left seat when an AC with 100 hours since certification occupies the right seat. AFI 11-2MC-130, Vol 3, further defines takeoff and landing policy. Prior to AC certification, PQPs will only accomplish left seat max effort takeoffs and landings when under direct instructor supervision. PQPs may perform right seat pilot monitoring duties during max effort operations with an AC. (T-2)

4.7.1.5. MPD pilots may maintain left seat qualification at the discretion of the squadron commander.

4.7.1.6. Instructors and flight examiners may not log events performed by other crewmembers during instruction or evaluations. **Exception:** AETC: With squadron

commander approval, formal school instructors may log 50% of volume requirements and update currency with events accomplished by students under their direct supervision.

**Table 4.2. MC-130 Flying Currency Requirements in days by FTL (T-2).**

See MDS-specific RTM for more detailed currency and volume flying requirements by FTL.												
EVENT	ARMS ID	P/CP		Nav/CSO		EWO		FE/AMSS		LM		Notes
		A/B	C	A/B	C	A/B	C	A/B	C	A/B	C	
<b>BAQ</b>												
Aircrew Proficiency Sortie	ST14	60	45	60	60	60	60	60	60	60	60	1,2
Total Takeoffs	TO00	60	45									1,2
Instrument Approaches	AP10	60	45									1,2
Total Landings	LD00	60	45									1,2
Left Seat Landing (FP)	LD60	45	45									5
<b>Mission</b>												
Combat Mission Profile	ST51	90	60	90	60	90	60					1,3
Mountain NVG Low Level	NV11	120	90	120	90	120	90					5
Mountain X-TF Low Level	ST77	120	90	120	90	120	90					5
NVG Takeoff	NV15	90	60									5
NVG Landing	NV20	90	60									5
Self Contained Approach	AP80			90	60	90	60					4
<b>Special Mission</b>												
Air-to-Air Refueling	AR00	120	120									4

**Notes:** See AFI 11-202, Vol 1, as supplemented, for Flight Surgeon, Medical Technician, and Combat Camera Aerial Photographer training requirements.

1. Only these events require an evaluation if loss of currency exceeds 6 months per AFI 11-202, Vol 1.
2. Failure to accomplish event, within specified time, results in loss of basic aircraft currency.
3. Failure to accomplish event, within specified time, results in loss of mission currency.
4. Noncurrency in this event results in loss of currency in this sub area.
5. Noncurrency in this events results in loss of currency in only that event.

**4.8. Basic Aircraft Qualification Events.** Refer to MAJCOM-specific MC-130 RTM for complete semiannual volume and currency events and their definitions. Failure to accomplish currency or volume requirements results in loss of basic aircraft currency. **Exception:** Flight Surgeons will log currency IAW AFI11202, Vol 1 requirements.

**4.9. Multiple Qualifications.** Refer to AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, MAJCOM supplements, and AFI 11-2MDS-specific Vols 2, for crew positions and evaluation requirements. Refer to AFI 11-202, Vol 1 concerning approval authority for multiple

qualifications. Multiple qualified crewmembers will have one aircraft designated as their primary aircraft. Other aircraft will be considered secondary aircraft. All AFSOC C-130 crewmembers are authorized multiple qualification in their primary mission aircraft (i.e., MC130, AC-130) and a slick C-130 variant (includes C-130E/H and EC-130E/H) for BAQ. Multiple aircraft qualified crewmembers may credit basic proficiency and/or mission sorties on any aircraft in which qualification and currency is maintained. Events which can be credited are based on qualification held in each MDS.

4.9.1. Multiple qualified aircrew members must complete 100 percent of the requirements of **Table 4.2**, this instruction, and the MDS-specific RTM. Multiple qualified crewmembers may complete **Table 4.2**, and the MDS-specific RTM requirements in either aircraft, but must maintain aircrew proficiency sortie currency in each aircraft. The basic qualification FTL assigned to an individual should be the highest experience level (fewest requirements) of any aircraft in which they maintain qualification. For example, a crewmember qualified as mission FTL A in the MC-130H and mission FTL B in the MC-130J should have an FTL A basic qualification profile. (T-2)

4.9.2. Multiple qualified crewmembers who maintain MR or Combat Mission Ready (CMR) status in more than one AFSOC C/MC-130 aircraft must complete the semiannual mission ready flying requirements in **Table 4.2**, this instruction, and the MDS-specific RTM. Multiple qualified crewmembers may accomplish mission events in either aircraft, but will fly at least one Combat Mission Profile quarterly in each aircraft in which they are mission ready. When the training table for the secondary aircraft contains core mission events not required in the primary aircraft, crewmembers will complete required volume and currency for those events in their secondary aircraft. If mission flying currency is lost for the primary aircraft, it is lost for all aircraft and must be regained in the designated primary aircraft. If mission currency is lost in a secondary aircraft, it is lost only for that aircraft. (T-2)

4.9.2.1. MC-130 MR crewmembers who maintain BAQ in a C-130 variant may accomplish requirements listed in the MDS-specific RTM as allowed in the RTM and this publication's **Table 4.2**, this instruction.

## Chapter 5

### UPGRADE/SPECIALIZED TRAINING

**5.1. General.** This chapter identifies the prerequisites and training requirements for qualified aircrew members upgrading to additional levels of qualification and certification in specialized flight events.

**5.2. Aircraft Commander Upgrade.** The upgrade program is designed to teach AC duties and responsibilities, as well as left seat mission qualification.

5.2.1. Commanders may select MR CPs to be trained/certified as BAQ-only ACs. The individual will maintain CMR status as a CP until completion/certification as a mission AC. (T2)

5.2.2. AC Upgrade Prerequisites. The prerequisite flying time levels for upgrade in **Table 5.1**, this instruction, are based on pilots having gained the knowledge and judgment required to effectively accomplish the unit's mission. Flying experience should include left seat time prior to entering formal school upgrade training. AC candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus. (T-2)

**Table 5.1. Minimum Hours Required to Upgrade to Aircraft Commander (T-2).**

TOTAL PILOT HOURS	PAA HOURS (note 2)
Over 1,900	200
1,600-1,899	300
1,300-1,599	400
1,000-1,299	800

**Notes:**

- All pilots with prior rotary wing time will be trained as copilots unless they have a minimum of 500 hours of fixed-wing time (including Undergraduate Pilot Training flying time). (T-2)
- For the purpose of this table, PAA hours includes any type of C-130 aircraft (except J models). Include all simulator hours toward the total pilot hours requirement and all MC-130E/H/P (as applicable) WST time toward the PAA hours requirement. Subtract "Other" flight time in excess of 100 hours from total hours. Subtract all "Other" time from the required PAA time.

5.2.3. The primary method of AC upgrade is satisfactory completion of the MAJCOM-approved formal school course. AFRC units may accomplish in-unit upgrade training without a waiver for students that have not been previously disenrolled from a formal ETCA course for substandard performance.

5.2.4. PQPs. Cross flow pilots may be trained in the left seat at the formal school and may be MP qualified. They may be certified as ACs once they meet the hour requirements of **Table 5.1**, this instruction.

**5.3. MC-130H EWO to CSO Program.** This program is designed to teach EWOs the duties and responsibilities of a MC-130H navigator, and dual qualify them in the left and right seat. Upon completion of their mission qualification evaluation, they are designated a MC-130H CSO.

5.3.1. EWO to CSO Program Prerequisites. MC-130H EWOs must have a minimum of 500 hours total time and at least 450 PAA hours. Include all WST hours toward the total hours requirement, and all MC-130H WST time toward the PAA hours requirement. CSO candidates will also meet all prerequisites listed in the ETCA and the formal school syllabus.

**5.4. Instructor Upgrade.** A sound and practical aircrew instructor program is a prerequisite for effective training, standardization, and aircraft mishap prevention.

5.4.1. Squadron commanders will personally review each instructor candidate's qualifications and select instructors based on their background, experience, maturity, and ability to instruct.

5.4.2. Initial Candidates. All initial instructor upgrade candidates must be MR in their unit's mission for a minimum of 6 months and meet the flying hour requirements identified in this paragraph. (T-2) **Exception:** ARC instructor candidates, with OG/CC approval, may begin upgrade training without meeting the flying hour requirements in **Table 5.2**, below.

5.4.2.1. Instructor Pilot. Instructor pilot candidates must meet Table 5.2., below, requirements. Include all WST hours toward total hours requirements, and all MC-130H/P (as applicable) WST time toward PAA hours requirements. (T-2)

**Table 5.2. Minimum Hours Required to Upgrade to Instructor Pilot (T-2).**

TOTAL HOURS	PAA HOURS
Over 2,000	200
1,800-1,999	300
1,500-1,799	500

5.4.2.2. Instructor CSO. Have a minimum of 1,000 hours total time and at least 300 hours in the Nav seat. Include all WST hours toward the total hours requirement, and all MC-130H WST time conducted from the Nav seat toward the PAA hours requirement. Until an Instructor CSO course is developed, the instructor CSO candidates will attend Instructor Navigator training course. (T-2)

5.4.2.2.1. For former Instructor EWOs, additional FTU instructor training is not required. The unit commander will determine the individual CSO's instructor responsibilities and track with a letter of X's until the TRB deems the instructor is fully navigator instructor capable. (T-2)

5.4.2.3. Instructor Navigator. Have a minimum of 1,000 hours total time and at least 200 PAA hours. Include all WST hours toward the total hours requirement, and all MC-130H/P (as applicable) WST time toward the PAA hours requirement. (T-2)

5.4.2.4. Instructor EWO. . EWOs must have a minimum of 500 hours total time and at least 300 PAA hours. Include all WST hours toward the total hours requirement, and all MC-130H WST time toward the PAA hours requirement. (T-2)

5.4.2.5. Instructor FE. Must meet **Table 5.3**, this instruction, requirements and have at least a 5-level FE primary AFSC. Include all WST hours toward the total hours requirement, and all MC-130H/P (as applicable) WST time toward the PAA hours requirement. (T-2)

**Table 5.3. Minimum Hours Required to Upgrade to Instructor FE (T-2).**

TOTAL HOURS	PAAHOURS*
Over 2,000	200
Less than 2,000	400
<b>Note:</b> Does not apply to the 58 SOW.	

5.4.2.6. Instructor LM. Have at least a 5-level LM primary AFSC, 500 total hours, and 200 PAA hours. (T-2)

5.4.3. Ground and Flight Training Requirements. Before being designated an instructor, candidates will demonstrate to a flight examiner their ability to instruct and perform selected maneuvers and items according to applicable directives. (T-2) In addition, all candidates will adhere to the following:

5.4.3.1. Qualify in the applicable formal school instructor course for their crew position. If no formal school instructor course exists, conduct ground and flying training IAW the applicable MAJCOM syllabi/AF Form 4111, *SOF/CSAR Training Record*. First time instructors must complete Academic Instructor Training Course or equivalent. (T-2)

5.4.3.2. BAQ instructors may keep that status during mission qualification. Prior to instructing mission events, they must finish MQT and complete an instructor flight evaluation on a tactical mission. (T-2)

5.4.4. Instructor Requalification. Requalification students who were previously qualified as instructors in their current AFSOC MDS aircraft may requalify directly to instructor status.

5.4.5. Instructor Transfers. Instructor candidates who were previously qualified as instructors in another AFSOC MDS aircraft may be trained in-unit at the discretion of the squadron commander.

5.4.6. Crewmembers Previously Qualified as USAF Aircrew Instructors. See AFI 11-202, Vol 1, and applicable MAJCOM supplement. With OG/CC approval, these crewmembers may upgrade in-unit without a secondary method training waiver. OG/CCs should take into consideration the previously qualified instructors' experience with AFSOC roles, missions, and C2. They must meet requirements of Paragraph **5.3.2**, this instruction (N/A 58 SOW). (T-3)

**5.5. Flight Examiner Upgrade.** FEs are selected from the most qualified and competent instructors. Before being designated as an FE, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. Conduct initial training IAW MAJCOM-approved AF Form 4111. Certification will be annotated on AF Form 4348 or MAJCOM-approved substitute. (T-2)

**5.6. Special Mission Qualifications and Instructor Certified Event (ICE) Training.** Special mission qualification and ICE training may be completed in-unit without a waiver. Comply with the requirements of AFI 11-202, Vol 1, and this publication. Units will coordinate all in-unit developed courseware and syllabi with MAJCOM/A3T for approval. (T-2)

5.6.1. Special Mission Qualifications. The squadron commander will select aircrew members qualified in the unit's mission to maintain additional special qualifications. A flight evaluation is required for Special Mission Qualifications (**Tables A3.1** through **A3.3**, this instruction). Aircrew members are not required to maintain currency in Special Mission Events to maintain MR status. Instructors are authorized to teach any special mission events in which they are qualified and current unless specifically restricted. Conduct evaluations IAW AFI 112MC130, Vol 2. Upon completion of training and qualification, maintain currency IAW this publication and applicable RTMs. (T-2)

5.6.1.1. Copilot AAR. Units may select pre-contact certified FPs and CPs for upgrade to AAR contact qualification. Complete ground and flight training IAW MAJCOM-approved AF Form 4111. (T-2)

5.6.1.2. MC-130H Tanker Air-to-Air Refueling (HAAR /TAAR). Complete ground and flight training IAW MAJCOM-approved SOI. (T-2)

5.6.1.3. MC-130H Pilot AAR. Complete ground and flight training IAW MAJCOM-approved AF Form 4111. (T-2)

5.6.2. Instructor Certified Events. **Table 5.4**, below, lists the events which require instructor certification on an AF Form 4348 (or MAJCOM-approved substitute), and the crew positions allowed ICE certification for an event. These events may be taught at the formal school as part of MQT. Formal school instructors will make AF Form 4348 or MAJCOM-approved substitute entries for all **Table 5.4** training completed during mission qualification. Instructors are authorized to teach any event in which they are certified and current unless specifically restricted. Complete training IAW this publication and MAJCOM-approved AF Form 4111. Aircrew will maintain currency IAW this publication and applicable RTM. (T-2)

**Table 5.4. Instructor Certified Events (T-2).**

EVENT	Crew Position
AAR Precontact	C
AAR	N, F
FARP	P, F, L
FCF	P, F
Formation	P, N, E, F
Helicopter Loading	L
High Alt Airdrop	N
JPADS/I-CDS	P, N, E, L
Radar Trail	P, N, E, F
Touch and Go Landings	P
Tanker Air-to-Air Refueling	C, N, F, L
P-Pilot, C-Copilot, N-Navigator/CSO, E-EWO, F-Flight Engineer, L Loadmaster	

5.6.2.1. AAR Precontact. Certifies CPs when they demonstrate the ability to accomplish a rendezvous and maintain a stable pre-contact position.

5.6.2.2. AAR. Certifies navigators, CSOs and FEs to receive fuel from a KC-10, KC-46, or KC135. Flight training can be accomplished with any tanker aircraft. BAQ crewmembers may be certified in AAR. Training will consist of at least one flight. (T-2)

5.6.2.3. Forward Area Refueling Point (FARP). Certifies applicable AFSOC MC-130 crewmembers to conduct FARP operations IAW AFI 11-235 and MAJCOM-approved AF Form 4111. Training should be accomplished by attending the formal school course. When not available, or attendance is not practical, in-unit training using AFSOAWC courseware is approved. Units do not require a waiver to conduct in-unit training.

5.6.2.3.1. LM initial FARP certification will include establishing a FARP site IAW AFI 11-235, pressurizing hoses, accomplishing an actual fuel transfer to a receiver aircraft, evacuating hoses, and break-down of FARP site. Use of the Forward Area Manifold cart is preferred. If receiver aircraft abort after mission start, instructors/evaluators may certify individuals if all other duties are accomplished. When requirements dictate, this training may be credited without an actual flight with Group CC approval.

5.6.2.4. Functional Check Flight (FCF). Certifies aircrew to perform functional check flight duties. Units may use the formal training FCF course when available. Training may be conducted in-unit, without a waiver, using the MAJCOM-approved AF Form 4111.

5.6.2.5. Formation. Complete training IAW applicable MAJCOM-approved AF Form 4111. (T-2)

5.6.2.6. HAAR (if already Tiltrotor Air-to-Air Refueling (TAAR) qualified). Allowed at discretion of squadron commander. Instructor will cover all aspects of flight characteristics at minimum operating speed (MOS). Pilot/copilot will hand fly the aircraft at MOS. Complete multiple 180 degree turns on multiple HAAR sorties at helo single engine AR speeds (105 KIAS minimum), with receiver in tow, in order to be certified in this event. (T-2)

5.6.2.7. Joint Precision Airdrop System (JPADS)/Improved Container Delivery System (I-CDS). Conduct training IAW AFSOC JPADS concept of employment and AFSOC-specific JPADS SOIs. Pilots, navigators, CSOs, EWOs, and LMs will accomplish Phase I training. In addition, navigators, CSOs, and LMs will accomplish Phase II training. (T-2)

5.6.2.8. Touch and Go Landings. When an AC is Touch and Go Landing certified, flight idle touch and goes may be performed when the AC occupies either seat and a BAQ pilot occupies the other seat. Conduct this one-time training for aircraft commander certified pilots under the direct supervision of an instructor pilot. New ACs will have a minimum of 100 hours Pilot in Command (PIC) time prior to entering training. Until training is complete, new ACs will not accomplish touch and go landings. See AFI 11-2MC-130, Vol 3 for touch and go restrictions. (T-2)

5.6.2.9. Tanker Air-to-Air Refueling. Complete training IAW applicable MAJCOM-approved AF Form 4111. (T-2)

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DCS, Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFH 11-203 Volume 1, *Weather for Aircrews*, 12 January 2012

AFH 11-203 Volume 2, *Weather for Aircrews*, 16 May 2012

AFI 11-2MC-130 Vol. 2, *MC-130 Aircrew Evaluation Criteria*, 15 October 2012

AFI 11-2MC-130 Vol. 3, *MC-130 Operations Procedures*, 22 December 2011

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202 Vol. 1, *Aircrew Training*, 22 November 2010

AFI 11-202 Vol. 2 IC-1, *Aircrew Standardization/Evaluation Program*, 18 October 2012

AFI 11-202 Vol. 3, *General Flight Rules*, 22 October 2010

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011

AFI 11-235, *Forward Area Refueling Point (FARP) Operations*, 15 December 2000

AFI 11-290, *Cockpit/Crew Resource Management Program*, 15 October 2012

AFI 11-301 Vol. 1, *Aircrew Flight Equipment (AFE) Program*, 25 February 2009

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 11-403 IC-2, *Aerospace Physiological Training Program*, 30 November 2012

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 21 June 2010

AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, 6 September 2006

AFI 31-207, *Arming and Use of Force by Air Force Personnel*, 29 January 2009

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 36-2107, *Active Duty Service Commitments*, 30 April 2012

AFI 36-2201, *Air Force Training Program*, 15 September 2010

AFI 36-2226, *Combat Arms Program*, 24 February 2009

AFI 36-2644, *Self Aid and Buddy Care Training*, 19 Aug 2014

AFI 36-2251, *Management of Air Force Training Systems*, 5 June 2009

AFI 41-210, *Tricare Operations and Patient Administration Functions*, 6 June 2012

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011

AFMAN 11-210, *Instrument Refresher Program*, 3 February 2005

AFMAN 11-217 Vol. 1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 24-204 IC-1, *Preparing Hazardous Materials for Military Air Shipments*, 3 December 2012

AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 10-9, *Lead Command Designation and Responsibilities for Weapon Systems*, 8 March 2007

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFPD 11-4, *Aviation Service*, 1 September 2004

AFI 91-203, *Air Force Occupational Safety and Health Standard*, 15 June 2012

AFSOCI 11-207, *AFSOC Weapons and Tactics Program*, 16 August 2012

AFTTP 3-1 MC-130, *Tactical Employment*, 28 February 2010

AFTTP 3-3 MC-130, *Combat Aircraft Fundamentals*, 28 February 2010

ETCA, *Education Training Course Announcements*

### ***Adopted Forms***

AF Form 8/8A, *Certificate of Aircrew Qualification*

AF Form 63, *Active Duty Service Commitment Acknowledgement Statement*

AF Form 623, *Individual Training Record*

AF Form 673, *Air Force Publication/Form Action Request*

AF Form 847, *Recommendation for Change of Publication*

AF Form 1256, *Certificate of Training*

AF Form 4109, *SOF/CSAR Training Record*

AF Form 4110, *Comments SOF/CSAR Training Record*

AF Form 4111, *SOF/CSAR Training Record*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 1522, *ARMS Additional Training Accomplishment Report*

### ***Abbreviations and Acronyms***

**AAR**—Air-to-Air Refueling

**AC**—Aircraft Commander

**ACDE**—Aircrew Chemical Defense Ensemble

**AERPS**—Aircrew Eye and Respiratory Protection System

**AETC**—Air Education and Training Command

**AF**—Air Force

**AFCAT**—Air Force Catalog

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual  
**AFPD**—Air Force Policy Directive  
**AFRC**—Air Force Reserve Command  
**AFRIMS**—Air Force Records Information Management System  
**AFSC**—Air Force Specialty Code  
**AFSOAWC**—Air Force Special Operations Air Warfare Center  
**AFSOC**—Air Force Special Operations Command  
**AFSOCI**—Air Force Special Operations Command Instruction  
**AFTTP**—Air Force Tactics, Techniques, and Procedures  
**AMSS**—Airborne Mission System Specialist  
**APS**—Aircrew Proficiency Sortie  
**ARC**—Air Reserve Component  
**ARMS**—Aviation Resource Management System  
**ATC**—Air Traffic Control  
**ATD**—Aircrew Training Device  
**ATS**—Aircrew Training System  
**BAQ**—Basic Aircraft Qualification  
**BMC**—Basic Mission Capable  
**CBRN**—Chemical, Biological, Radiological, and Nuclear  
**CC**—Commander  
**CDS**—Container Delivery System  
**CDTQT**—Chemical Defense Task Qualification Training  
**CEA**—Career Enlisted Aviator  
**CMR**—Combat Mission Ready  
**COMCAM**—Combat Camera  
**CP**—Copilot  
**CSAR**—Combat Search and Rescue  
**CSO**—Combat Systems Officer  
**DO**—Director of Operations  
**DOD**—Department of Defense  
**DRU**—Direct Reporting Unit  
**ETCA**—Education and Training Course Announcements

**EW**—Electronic Warfare  
**EWO**—Electronic Warfare Officer  
**FARP**—Forward Area Refueling Point  
**FCF**—Functional Check Flight  
**FE**—Flight Engineer  
**FOA**—Field Operating Agency  
**FP**—First Pilot  
**FS**—Flight Surgeon  
**FTL**—Flying Training Level  
**FTU**—Field Training Unit  
**GTL**—Ground Training Level  
**HAAR**—Helicopter Air-to-Air Refueling  
**HQ**—Headquarters  
**IAW**—In Accordance With  
**I-CDS**—Improved Container Delivery System  
**ICE**—Instructor Certified Event  
**IP**—Instructor Pilot  
**JPADS**—Joint Precision Airdrop System  
**LL**—Low Level  
**LM**—Loadmaster  
**LPS**—Local Proficiency Sortie  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**METL**—Mission Essential Task List  
**MOA**—Memorandum of Agreement  
**MOS**—Minimum Operating Speed  
**MP**—Mission Pilot  
**MPD**—Mobility Pilot Development  
**MQT**—Mission Qualification Training  
**MR**—Mission Ready  
**N**—Navigator  
**NAV**—Navigator

**NDB**—Non-Directional Beacon

**NVG**—Night Vision Goggles

**OG**—Operations Group

**P**—Pilot

**PAA**—Primary Aircraft Assigned

**PCS**—Permanent Change of Station

**PFT**—Programmed Flying Training

**PIC**—Pilot in Command

**PQP**—Prior Qualified Pilot

**RDS**—Records Disposition Schedule

**RTM**—Ready Aircrew Program Tasking Memorandum

**SATCOM**—Satellite Communications

**SCA**—Self Contained Approach

**SMT**—Secondary Method Training

**SOF**—Special Operation Force

**SOI**—Syllabus of Instruction

**SOW**—Special Operations Wing

**TAAR**—Tiltrotor Air-to-Air Refueling

**TF**—Terrain Following

**TTP**—Tactics, Techniques, and Procedures

**USAF**—United States Air Force

**USC**—United States Code

**USSOCOM**—United States Special Operations Command

**VTRAT**—Visual Threat Recognition and Avoidance Trainer

**WST**—Weapon System Trainer

### *Terms*

**Air-to-Air Refueling**—For the purposes of this instruction, airborne fuel onload (simulated or actual) by MC-130 receiver aircraft.

**Ancillary Training**—Universal training, guidance, or instruction, regardless of Air Force Specialty Code (AFSC), that contributes to mission accomplishment. It does not include functional, occupational, or additional duty training. Ancillary Training is divided into the following four categories: Annual Total Force Awareness Training (TFAT), Selected Force Training, Event Driven Training, and Expeditionary Skills Training (EST). See AFI 36-2201, Vol 1.

**Basic Aircraft Qualification Aircrew Member**—An aircrew member who has satisfactorily completed qualification training in the basic aircrew position and maintains aircraft currency IAW this instruction. The aircrew member, when current, may perform the events in **Table 4.2**.

**Basic Mission Capable Aircrew Member**—An aircrew member who has satisfactorily completed mission qualification and is maintaining 50 percent of the applicable mission qualification currency requirements of this instruction. Basic mission capable crewmembers may perform primary crew duties on any unilateral training mission. For other missions, the squadron commander must determine the readiness of each basic mission capable crewmember to perform primary crew duties.

**Calendar Month**—Requirements are due once per month and not necessarily associated with a 30/60 day requirement. For example, an aircrew member could accomplish the event on 1 February and then on 31 March the following month and still fulfill the requirement.

**Combat Mission Ready (CMR)**—A status of an aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit combat mission.

**Conversion Training**—Training is normally associated with a unit conversion to another MDS. Conversion training requires completion of a formal school initial qualification course. For unit conversions, when formal school courses are not available to handle the throughput, MAJCOMs will develop, and coordinate with the training command, in-unit training plans that maximize use of highly experienced personnel as the initial cadre.

**Core Mission Events**—A crewmember must be qualified in all core mission events to be considered Mission Ready (MR) or Basic Mission Capable (BMC). To determine how non-currency in any core mission event affects overall mission currency, refer to the aircraft's mission ready flying requirements. Loss of qualification in any core mission event results in loss of overall mission qualification. A core mission event will be considered an instructor certified event when it is not required to be evaluated on the Initial Mission Evaluation.

**Difference Training**—Training accomplished when changing between same design aircraft and the amount of training needed for qualification does not warrant attendance at a formal qualification course.

**Dual Qualified**—A crewmember who is qualified in more than one crew position in the same MDS.

**Event**—A training item to be accomplished. Multiple events may be completed and logged during a sortie unless specifically excluded elsewhere in this instruction.

**Expeditionary Skills Training (EST)**—A category of Ancillary Training. Training directly related to an Airman's ability to survive and operate in a contingency environment. Examples of EST include chemical, biological, radiological, and nuclear (CBRN), and Self-Aid/Buddy Care. A current list of predeployment training is available at AEF Online, [https://aef.afpc.randolph.af.mil/mandatory\\_exped\\_training.aspx](https://aef.afpc.randolph.af.mil/mandatory_exped_training.aspx).

**Formal School Courseware**—Training materials and programs developed for training crew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, instructor guides, and applicable training forms related to the specific course.

Training courses are listed in ETCA. Formal courses may be conducted using the secondary method (in-unit) of training IAW the provisions of this instruction.

**Formation Operations**—Accomplish IAW applicable volume(s) of AFTTP, AFI 11-2MC-130, Vol 3, and ATP-56 (B). AFSOC guidance will never be less restrictive than the formation definitions found in AFI 11-202, Vol 3, Formation Flight, Nonstandard Formation, and Standard Formation. Formation operations place all aircraft in a critical phase of flight which requires constant vigilance, strict discipline, and polished crew coordination for mission accomplishment. Training will ensure aircrew can think and plan for multiple aircraft instead of single ship operations.

**Instructor Certified Events**—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111. Instructor certified events are documented in AF Form 4348 (or MAJCOM-approved substitute).

**Mission Design Series**—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes.

**Mission Essential Task List**—Combat-oriented training requirements. All AFSOC aircrew training requirements should be in support of unit METLs.

**Mission Events**—The unit Defined Operational Capability Statement defines required crew capabilities. These capabilities/tactics/events can be categorized as either Core or Special Mission.

**Mission Ready Aircrew Member**—An aircrew member who has satisfactorily completed mission qualification and is maintaining all of the applicable mission qualification currency requirements of this instruction.

**Multiple Qualification**—A crewmember who is qualified in more than one MDS.

**Requalification Training (RQT)**—Training required to qualify crewmembers in an aircraft or mission in which they have been previously qualified.

**Secondary Method Training**—Formal training conducted at a location not designated as an FTU using SOI and courseware.

**Self-Contained Approach**—An approach conducted using self-contained navigation systems on the aircraft.

**Special Mission Events**—Mission events not designated as core events. Some MR/MC crewmembers will carry additional qualifications in special mission events.

**Tanker Air-to-Air Refueling**—For the purposes of this instruction, airborne fuel offload (simulated or actual) by MC-130 tanker aircraft to a rotary-wing or tilt-rotor receiver aircraft.

**Total Flying Time**—Total time for all aircraft flown in military service to include student time. Time accumulated must be in the aircrew member's current rating (i.e., pilot, navigator, etc.).

**Training Status**—A deficient status in which a crewmember must fly under the supervision of an instructor when occupying a primary crew position. Once deficient items are corrected, the crewmember is removed from training status.

**Transition Course**—Normally, a shortened version of initial qualification training that gives aircrew members cross-flowing from another military aircraft credit for acquired aviation proficiency.

**Upgrade Training**—Training to qualify/certify a crewmember in a higher crew qualification (i.e., mission pilot or instructor upgrade).

**Volume**—For the purposes of this instruction, volume refers to the number of events an aircrew member must accomplish in a given period of time (i.e., quarterly or semiannually).

**Weapon System Trainer (WST)**—Device that provides synthetic flight and tactics environment, in which aircrews learn, develop, improve, and integrate skills associated with their crew position. In this instruction, WST and simulator are synonymous.

## Attachment 2

### CHEMICAL DEFENSE TASK QUALIFICATION TRAINING (CDTQT)

**A2.1. General.** This attachment contains the initial and recurring aircraft CDTQT requirements for AFSOC aircrews. The purpose of CDTQT is to reinforce the crewmember's awareness of limitations and demonstrate physiological effects while wearing the aircrew chemical defense ensemble (ACDE). The complications of heat exhaustion, fatigue, hyperventilation, limited dexterity, and hampered communication can all be experienced during CDTQT. All aircrew members must complete initial aircrew chemical defense training prior to accomplishing initial CDTQT. Complete Chemical, Biological, Radiological, and Nuclear (CBRN) Defense Awareness and CBRN Defense Survival Skills training prior to CDTQT if the ground ensemble is used. Initial CDTQT should be done in the aircraft and also reaccomplished in the aircraft every 4 years. If initial CDTQT is done in the simulator, the next event must be logged in the aircraft. All other times the event may be accomplished in the simulator. Accomplishing the event in the aircraft dual logs normal CDTQT. (T-2)

#### **A2.2. CDTQT Procedures.**

A2.2.1. Accomplish CDTQT inflight using the primary unit aircraft. Crew members will perform primary crew duties while wearing the ACDE. All inflight profiles must be a minimum of 1 hour and accomplished on training missions only. Accomplish CDTQT in the simulator using primary unit aircraft WSTs. All simulator profiles must be a minimum of 2 hours and flown on full tactical simulation profiles. This should include a threat scenario and aircraft emergencies. Flying the simulator profile with the entire crew wearing ACDE is highly encouraged. (T-2)

A2.2.2. The entire ACDE need not be used. Normally, wear the blower assembly unit, inter-communications box, cotton gloves, butyl rubber gloves, nomex gloves, and Aircrew Eye and Respiratory Protection System (AERPS) mask hood, and helmet (if applicable). Either the ACDE or ground ensemble may be worn during aircraft preflight. Ground ensembles will come from training assets.

A2.2.3. When wearing the Chemical Protective Overgarment mask, do not accomplish CDTQT when required to wear Night Vision Goggles (NVGs). When wearing AERPS, NVG events will be accomplished. (T-2)

A2.2.4. An observer is required to monitor each crew member while accomplishing CDTQT inflight. An instructor or flight examiner in each respective crew position, not wearing the chemical defense components, will act as the observer for initial CDTQT. **Exception:** An IP not wearing the ensemble and not performing any other instructor duties may act as the observer for initial FE training. During recurring CDTQT, if the crew member can be directly observed by another primary crew member, a dedicated observer is not required. The dedicated observer during recurring CDTQT may also wear AERPS for all crew positions except pilots (two non-pilot crewmembers wearing AERPS may observe one another). Additionally, for safety purposes, one crewmember in the back of the aircraft must not be wearing AERPS in case of smoke and fumes. For any airdrop mission, a fully qualified loadmaster must not be wearing AERPS in case of an airdrop malfunction. **Example:** during an MC-130H flight with a full mission crew complement, all crewmembers, with the exception of one mission pilot occupying a pilot seat and one

crewmember in the back, may wear AERPS if all of these crewmembers have previously completed initial CDTQT. If this is an airdrop mission, the crewmember in the back must be a loadmaster. Dedicated observers not wearing AERPS for non-pilot crewmembers are not required in this case. (T-2)

A2.2.4.1. An instructor or flight examiner pilot not wearing the chemical defense components will occupy the opposite seat during initial pilot CDTQT. During recurring CDTQT, a mission ready pilot not wearing the chemical defense components will act as the observer and occupy the opposite seat. With squadron commander approval, both pilots may wear AERPS while occupying the pilot seats provided both pilots have accomplished CDTQT within the past 90 days. The squadron commander may delegate this authority to the squadron DO or mission commander. (T-2)

A2.2.4.2. Observers will closely monitor crewmembers actions during CDTQT. (T-2) If a crew member experiences difficulties such as excessive thermal stress, headaches, hyperventilation, nausea, etc., the crew member will remove the ensemble. The observer will notify the PIC of any difficulties encountered.

**A2.3. Mission Profile.** Aircrew members will accomplish a profile that includes terrain following (if equipped) or NVG low level and either an airland, airdrop, or HAAR/TAAR event. Do not credit simulated events. In addition: (T-2)

A2.3.1. Pilots will accomplish a minimum of one approach and landing. Pilots may accomplish CDTQT in either seat. (T-2)

A2.3.2. FEs will accomplish inflight duties including running any checklists accomplished from before starting engines through after landing. (T-2)

A2.3.3. All other crew members will credit CDTQT while performing their normal crew duties during the specified events. (T-2)

## Attachment 3

## CORE MISSION AND SPECIAL MISSION TRAINING REQUIREMENTS

**A3.1. Core Mission and Special Mission Events.** Table A3.1 lists the core mission and special mission events required for aircrew members. Flight Surgeon requirements are covered in AFI 11-202, Vol 1, as supplemented. Reference the MDS-specific RTM for the most up-to-date currency requirements, volume requirements, and event descriptions.

Table A3.1. MC-130H Core Mission and Special Mission Events by Crew Position.

EVENT	ARMS ID	P/CP	NAV	EWO	CSO	FE	LM
<b>CORE MISSION EVENTS</b>							
Combat Mission Profile	ST51	X	X	X	X	X	X
Mountain NVG LL	NV11	X	X	X	X	X	
Mountain TF LL	ST77	X	X	X	X		
Ku Band TF	ST78	X	X	X	X		
Threat/Coastal Penetration	ST74	X	X	X	X		
Self Contained Approach	AP80	X	X	X	X	X	
SCA Go-Around	NV35	X	X	X	X		
Tactical Recovery	AP99	X					
Total Maximum Effort Takeoff	TO20	X					
Night Maximum Effort Takeoff	TO22	X					
Total Maximum Effort Landing	LD20	X					
Night Maximum Effort Landing	LD21	X					
NVG Takeoff	NV15	X					
NVG Landing	NV20	X				X	
Total Airdrop	AD00	X	X		X		X
Actual Airdrop	AD02	X	X		X		
Personnel Airdrop	AD11	X	X		X		X
Reduced Flap Setting Airdrop	AD31	X					
Heavy Equipment Airdrop	AD60	X					X
High Speed Airdrop	AD50	X	X		X		X
Visual Airdrop	AD80	X	X		X		
High Alt Airdrop	AD03		X		X		
CDS	AD20						X
CDS Static Line Retriever Cut	AD22						X
NVG Airdrop	NV40						X
Total EW Events	EW00			X	X		
Surface Radar	EW02			X	X		
Air Intercept	EW03			X	X		
Actual EW Event	EW01			X	X		
Expendable	EW04			X	X		
Authentication	CS05			X	X		

<b>EVENT</b>	<b>ARMS ID</b>	<b>P/CP</b>	<b>NAV</b>	<b>EWO</b>	<b>CSO</b>	<b>FE</b>	<b>LM</b>
Secure Comm	CS08			X	X		
Anti-Jam	CS11			X	X		
Infil/Exfil	NV45						X
<b>SPECIAL MISSION EVENTS</b>							
Total AAR	AR00	X				X	
Night AAR	AR05	X					
Formation Sortie	ST96	X	X	X	X		
NVG Form HAAR	AR23	X					
Weather Penetration/Lost Contact	AR40	X	X		X		
Radar Trail Formation Sortie	ST70	X	X	X	X		
Radar Trail Airdrop	AD90	X	X		X		
Minimum Interval Landing	LD40	X	X	X	X		
Simultaneous NVG Landing	NV21	X	X	X	X		
Total HAAR/TAAR	AR20	X	X		X	X	X
NVG HAAR/TAAR	NV06	X				X	X
FARP	AR30						X